

IDAHO STATE POLICE



Alternative Funding RECOMMENDATIONS Interim Committee

JUNE THIRTIETH TWO THOUSAND NINE

Executive Summary	3
Alternative Funding Interim Committee Creation	4
Alternative Funding Interim Committee Members	5
Operations Overview	6
Performance Measures	8
Comparison of Agency Funding Sources	10
Budget Reduction Strategies	11
Summary Recommendations	12
Recommendations	13

Table of Contents

Executive Summary

Transportation funding has become an increasingly important issue in the state of Idaho. Transportation infrastructure is aging and Governor C.L. “Butch” Otter has made a priority of identifying up to 200 million dollars to devote to maintaining and improving Idaho’s highways and the interstate.

The economic downturns experienced over the past two years have made identifying potential funding sources difficult. A partial solution crafted during the 2009 legislative session is to redirect funding in the highway distribution account that currently supports some Idaho State Police (ISP) and Department of Parks and Recreation (DPR) services, for transportation improvements.

On May 8, 2009, House concurrent resolution 32 was enrolled and signed by the Speaker of the House and the President of the Senate of the first regular session of the sixtieth Idaho legislature. HCR32 creates a task force (known as the Task Force to Identify Alternative Funding Sources for the Idaho State Police and the Idaho Department of Parks and Recreation) to “undertake and complete a study to identify alternative dedicated funding sources for the Idaho State Police and for the Idaho Department of Parks and Recreation on an ongoing basis and to submit findings and any proposed legislation to the second regular session of the sixtieth Idaho legislature.”

On May 12, 2009, Governor Otter signed into law House Bill 376, to revise distributions from the highway distribution account, to revise distributions of tax revenues from the tax on gasoline and aircraft engine fuel, and to revise provisions relating to the Idaho law enforcement fund.

While both DPR and ISP were affected by the bill, recommendations presented here address only ISP needs. The practical effect to the Idaho State Police (ISP) of H376 was twofold: ISP no longer will receive up to 20 million dollars of dedicated funds from the law enforcement account, and the legislature pledged to provide a “dedicated source of funds ... to safeguard the Idaho state police from the impacts of future economic downturns.”

Funding to ISP from the law enforcement account varies due to the revenue stream and has declined in recent years, but ISP requires a minimum of 18.2 million dollars from that dedicated source to support a large portion of its enforcement operations.

To assist the Task Force in its deliberations, ISP offers a number of alternative funding proposals for consideration:

- Increase vehicle registration fees, an increase could generate up to \$20.9M
- Increase drivers license fees by \$5.00 to generate approximately \$1.7M
- Implement a surcharge or dedicated sales tax on transportation-associated items such as tires and vehicles batteries to generate additional funds of up \$13M
- Attach a .5% fee on all new car sales to generate just under \$10M
- Increase new, transfer, and out-of-state title fees by \$5.00 to generate \$2.7M
- Access the general fund reserve for a “not-to-exceed” amount when dedicated fund sources fall short of \$20M

ISP thanks the Task Force for soliciting its input and stands ready to assist the Task Force as requested.

HCR032

This legislation establishes a task force to undertake and complete a study to identify alternative dedicated funding sources for the Idaho State Police and for the Idaho Department of Parks and Recreation on an ongoing basis to offset those funds shifted away from the Idaho State Police and the Department of Parks and Recreation to fund transportation.

H376

This legislation acknowledges the need to replace the moneys going to the Idaho State Police and the Idaho Department of Parks and Recreation on an ongoing basis. It changes the distribution percentages in the Highway Distribution Account from 57% to 62% for the State Highway Distribution Account and removes the 5% distribution to the Idaho State Police. It removes the 3% distribution from the gasoline tax to the Idaho Department of Parks and Recreation. These transfers become effective July 1, 2010.

Alternative Funding Interim Committee Creation

Alternative Funding Interim Committee Members

Senator Dean Cameron (26), Co-chair

Representative Maxine Bell (26), Co-chair

Senator Jim Hammond (5)

Senator Diane Bilyeu (29)

Senator Patti Anne Lodge (13)

Representative Rich Wills (22)

Representative Raul Labrador (14)

Representative Shirley Ringo (6)

Who We Are

The Idaho State Police is the sole agency charged by statute with public safety on the interstate and much of the state highways [§67-2901].

It is ISP's charge to provide a full range of law enforcement services statewide to all Idaho's citizens, visitors, business entities and agencies of federal, state and local government/ Every person living in or traveling through the state is a potential customer and recipient of ISP's diverse services.

Leadership places a strong emphasis on fiscal responsibility, service integrity, program assessment, and continuing responsiveness to the needs of both policy makers and Idaho State Police customers. Planning and stewardship are important elements in delivering timely, relevant services in an efficient and effective manner.

What We Do

The agency is charged with specific enforcement and support activities unique to the ISP. Through identifying customer needs in these unique areas as well as in areas of shared responsibility with other entities, through developing both short-term and long-term strategies to meet customer needs, and through creating long-term budget priorities and objectives the ISP will continue to carry out its mission and deliver the services Idahoans expect and deserve.

Achievements

During the month of February, ISP Patrol played a significant role in securing the 2009 Special Olympic World Winter Games. ISP was responsible for securing the Idaho Ice World and venues in McCall. During the games, ISP provided more than 2,770 hours of security and support activities. This does not include more than 2 years of work by administrative staff in planning for the games.

Operations Overview

Idaho State Police Patrol Division is governed by the following major mandates: §67-2901, §67-2901A, §67-2902, §31-2227, §67-2905, §67-2901, §67-7133, §67-2907, §67-2917, §49-235, §67-7133, §67-2906, §37-2732, §37-2733, §37-2734, §37-2737, §37-2739, §37-2740, §37-2743, §37-2744, Executive order 2006-10, 2006-03, 2007-05, IDAPA 11.07.01, IDAPA 11.13.01, IDAPA 11.07.02.

Operations Overview

Patrol Strategic Plan Goals

Provide quality traffic safety enforcement on interstate highways and state and federal highways outside city limits

- Aggressive enforcement of hazardous violations
- Direct patrols at high crash locations
- Aggressive criminal investigation and apprehension
- 24 hour patrol coverage in metropolitan areas

Each region will evaluate crash data on an ongoing basis. Officers will direct their efforts toward those violations causing crashes or contributing to their severity. Officers will investigate stops thoroughly to detect and apprehend criminals.

Maintain agency expertise in major crash investigations

- Provide advanced crash investigation training course to patrol officers
- Purchase equipment as needed to support
- Maintain certification of crash reconstructionists
- Maintain quality control of crash investigations

Crash investigation and reconstruction expertise is critical to the accuracy and integrity of those investigations. We will continue to build the expertise of patrol officers, to improve their investigative skills, in order to provide quality investigations. We will continue to improve equipment, in order to make our crash investigations more efficient.

Enforcement Emphasis

ISP worked in partnership with ITD to enhance traffic safety by promoting public awareness and education of Idaho’s “Move Over Law.” Region 6 spearheaded the effort by kicking off the Memorial Day holiday period with a large press conference, and ITD used Dynamic Message Signs around the state to display the message “Move Over Law Strictly Enforced.”

Region 3 Patrol established an Impaired Driver Enforcement Team (IDET) in early October 2008 in the Treasure Valley. This effort was intended to address the statistic that during peak weekend night hours approximately one out of every ten vehicles on the road is driven by a DUI driver. The IDET uses a combination of enhanced technology and training. Many ISP officers are Drug Recognition Experts and have received special training to detect impairment caused by various substances.

Between October 5 and November 2, 2008, the first 28-day work schedule for the IDET, Region 3 troopers arrested 75 drunk or impaired drivers. Of those 75 arrests, 49 were made by members of the IDET. The week of October 13 to 19, 2008, set a new Region 3 record of 26 DUI drivers arrested within a 7-day period.

These initiatives directly contribute to the furtherance of the mission of the Idaho State Police, and enhance the traffic/public safety of the citizens of Idaho.

Performance Measures

ISP Performance Statistics	2008
DUI Arrests	2,051
Crash Investigations	14,936
Motorist Assists	20,529
Agency Assists	16,303
Calls for Service	243,125
Misdemeanor Arrests	2,163
Drug Related Arrests	1,800
Hazardous Moving Violations	50,198
Safety Restraint Violations	7,955

Source: ISP Statistical Database



6 Region Offices

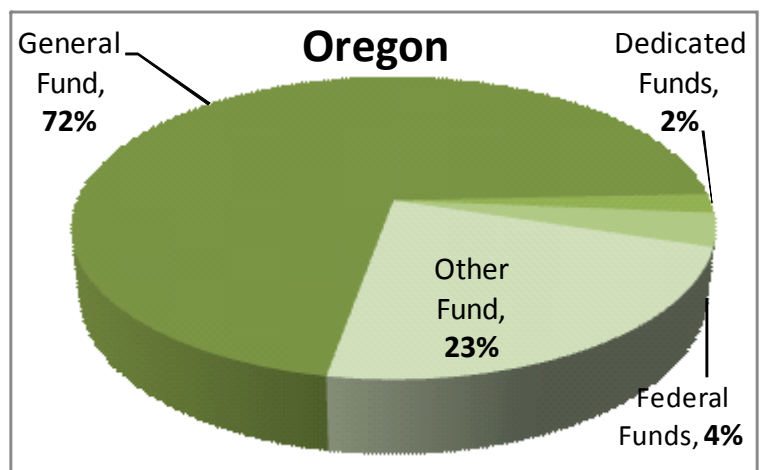
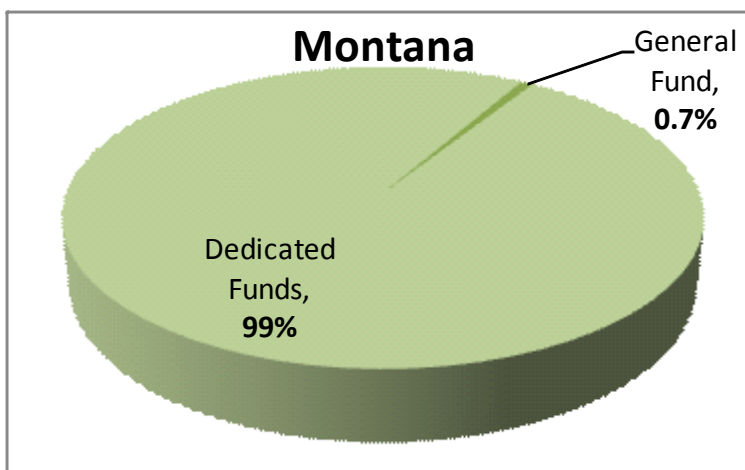
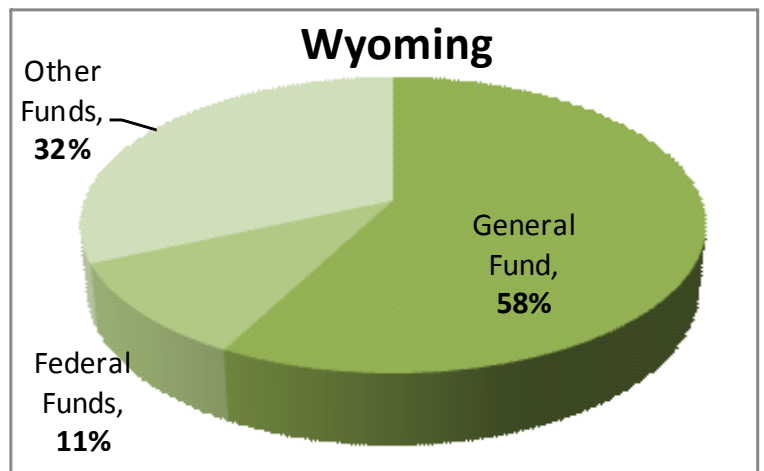
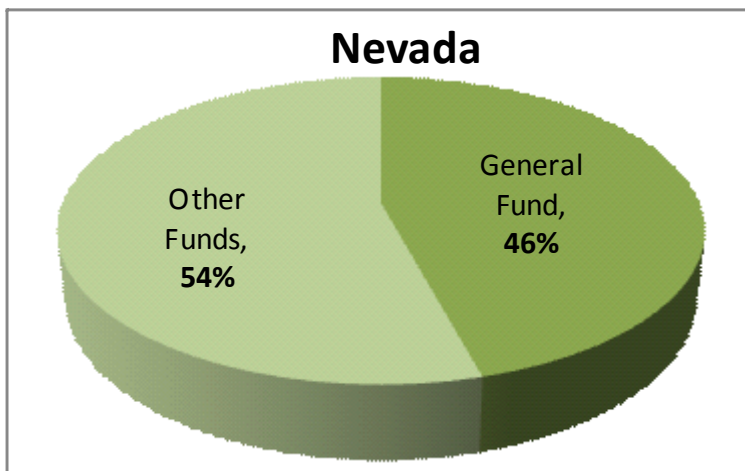
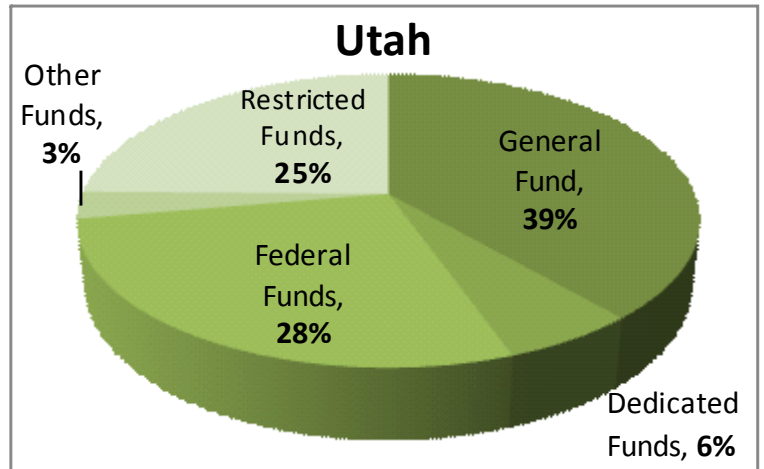
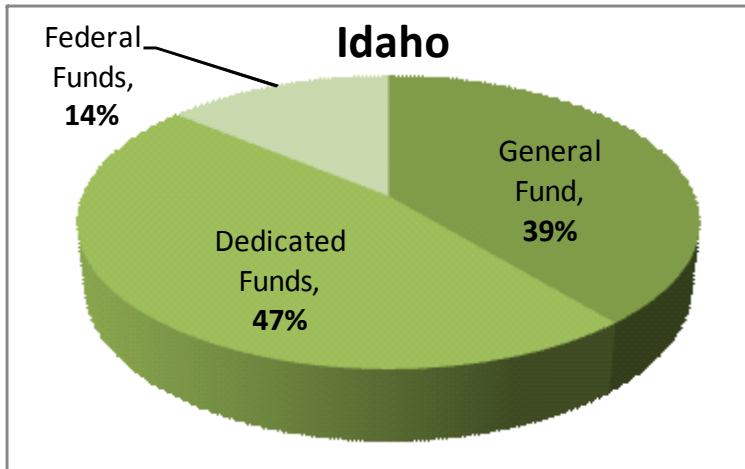
200 ISP Patrol Officers

1 Officer per 7,619 People

1 Officer per 8,072 Registered Vehicles

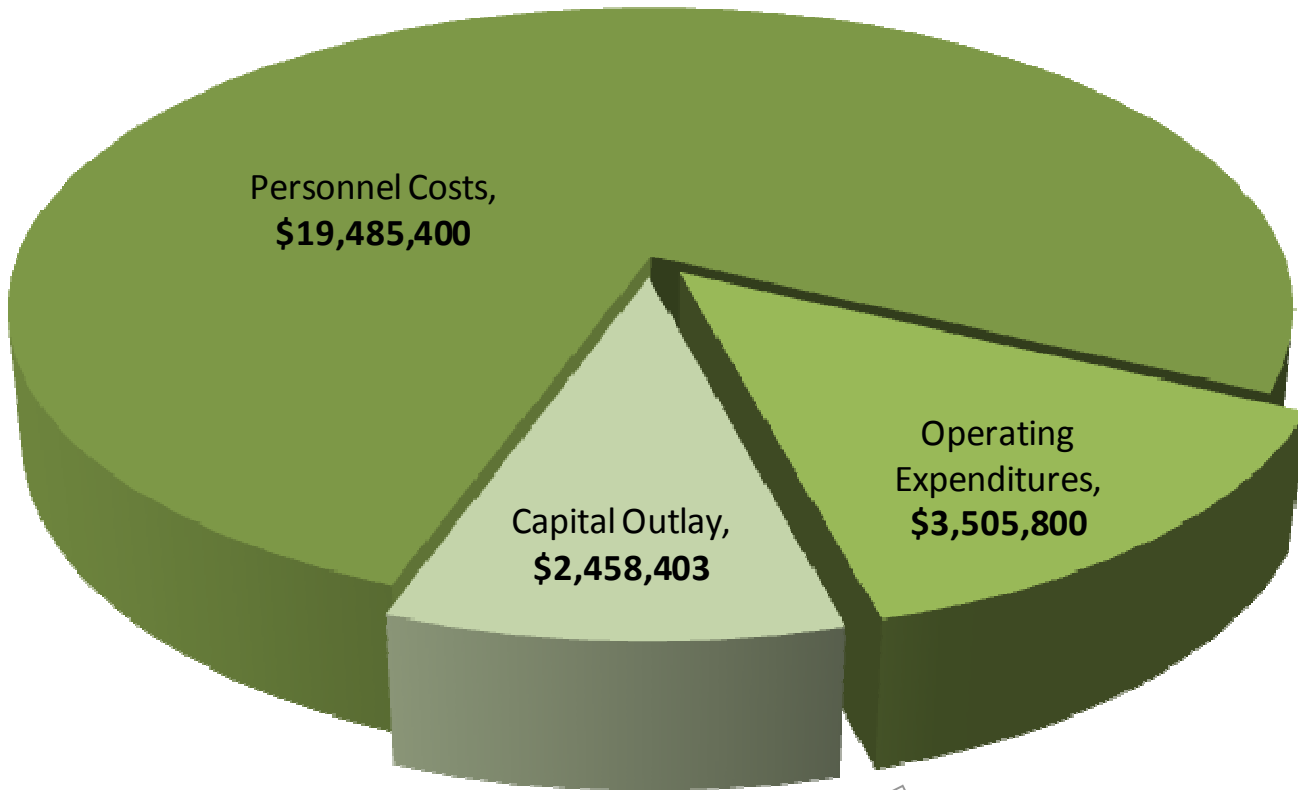
Note: The ISP Planning Grants & Research is in the process of compiling similar nationwide statistics on state law enforcement agencies.

Law Enforcement Agency Funding Sources FY09

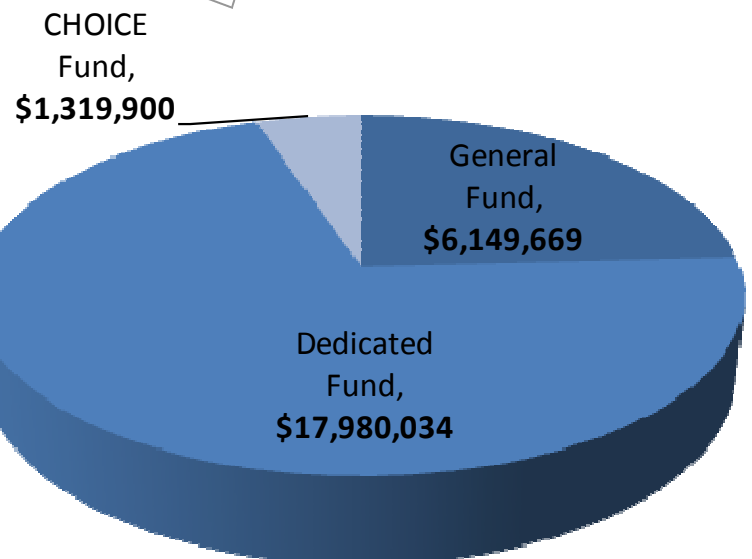


The above graphs represent the total agency budget by funding type.

ISP Patrol Budget FY2009



**71% of the
Patrol budget is
from Dedicated
Funds**



Summary of Recommendations

ISP has investigated alternatives to the \$18,200,000 funding gap caused from the shift in highway revenue to fund ongoing Patrol costs. Sources identified are believed to be sustainable and focus on the individuals who most use ISP resources: the traveling public.

One final alternative to the list of recommended funding sources is to dedicate a portion of the General Fund to ISP. In this scenario, if the total funding available from the (new) dedicated funds fails to meet 95% of the budgetary need, ISP will receive an amount up to 0.6% of the general fund reserve account to cover the remaining amount. [Note: To reach the full \$18.2 million ISP would require <1% [0.6%] of the General Fund].

	Type of Change	Current Fee	Proposed Fee Increase	Estimated ISP Revenue
Increase Vehicle Registration Fee	Policy/Revenue	(varies)	\$13	\$20,987,096
Increase Vehicle Registration Fee	Policy/Revenue	(varies)	\$5	\$8,071,960
Increase Drivers License Fee	Policy/Revenue	(varies)	\$5	\$1,718,500
Increase Fee on Recreational Vehicle Registration	Policy	\$3	\$3	\$272,871
Dedicated Sales Tax on Transportation Related Items*	Policy/Revenue	-	0.5%	\$13,750,000
Auto Dealer Vehicle Sales Tax	Policy/Revenue	-	0.5%	\$9,527,797
Tire Fee	Policy/Revenue	-	\$3 per tire	\$4,843,176
Increase Titling Fee	Policy/Revenue	\$8	\$5	\$2,763,975

*Based on figures from ITD Resource Task Force Report (2002 estimate), includes tires, parts, lubricants and automobiles

\$13 Vehicle Registration Fee

1,614,392 vehicles were registered in Idaho in 2008. A \$13 increase to the vehicle registration fee for motorized vehicles and trailers would create an additional revenue of \$20,987,096. This modification would require amendment to Idaho Codes.

Current Fees:

Vehicles one (1) and two (2) years old \$48.00, vehicles three (3) and six (6) years old \$36.00, vehicles seven (7) and over eight (8) years old \$24.00, utility trailer \$5.00

\$13 Increase to Vehicle Registration Fees	Number of Registrations 2008	Estimated ISP Revenue
Passenger Cars	1,264,002	\$16,432,026
Truck	122,741	\$1,595,633
Misc Motor Vehicle	65,948	\$857,324
Trailer	161,701	\$2,102,113
Total Registrations: 1,614,392		
Estimated Total Revenue Generated: \$20,987,096		

Source: Idaho Transportation Department; Economic and Research Section, 2008 Vehicle Registration by County

Trucks include - Trucks, Motor Homes, Commercial Trucks, Non-Commercial Trucks, Buses, Commercial Bus, Non-Commercial Bus and Transient Trucks. Miscellaneous Motor Vehicles includes - Ambulances, Hearses, Wreckers, Cycles, and Cabs.

\$5 Vehicle Registration Fee

1,614,392 vehicles were registered in Idaho in 2008. A \$5 increase to the vehicle registration fee for motorized vehicles and trailers would create an additional revenue of \$8,071,960. This modification would require amendment to Idaho Codes.

Current Fees:

Vehicles one (1) and two (2) years old \$48.00, vehicles three (3) and six (6) years old \$36.00, vehicles seven (7) and over eight (8) years old \$24.00, utility trailer \$5.00

\$5 Increase to Vehicle Registration Fees	Number of Registrations 2008	Estimated ISP Revenue
Passenger Cars	1,264,002	\$6,320,010
Truck	122,741	\$613,705
Misc Motor Vehicle	65,948	\$329,740
Trailer	161,701	\$808,505
Total Registrations: 1,614,392		
Estimated Total Revenue Generated: \$8,071,960		

Source: Idaho Transportation Department; Economic and Research Section, 2008 Vehicle Registration by County

Trucks include - Trucks, Motor Homes, Commercial Trucks, Non-Commercial Trucks, Buses, Commercial Bus, Non-Commercial Bus and Transient Trucks. Miscellaneous Motor Vehicles includes - Ambulances, Hearses, Wreckers, Cycles, and Cabs.

\$5 Drivers License Fee

343,700 commercial and operator licenses were issued in 2008. A \$5 increase to all licenses issued would generate an additional revenue of \$1,718,500. This modification would require amendment to Idaho Codes. Current licensing fees are located in the appendix.

	Number of Licenses 2008	Estimated ISP Revenue
Commercial	31,483	\$157,415
Operator	312,217	\$1,561,085
Total Licenses: 343,700		
Estimated Total Revenue Generated: \$1,718,500		

Source: Idaho Transportation Department; Economic and Research Section, 2008 Drivers License, ID's, Endorsements Issued

\$3 Fee On Recreational Vehicle Registration

In 2008 90,957 recreational vehicles and trailers were registered in the state of Idaho. A \$3 fee would generate an additional revenue of \$272,871. This modification would require amendment to Idaho Codes. Current registration fees are located in the appendix.

	Number of Registrations 2008	Estimated ISP Revenue
Trailers	66,581	\$199,743
Horse Trailer with Bunk Bed	250	\$750
Motor Home	17,249	\$51,747
Truck Camper	6,277	\$18,831
Van Conversion	82	\$246
Other	518	\$1,554
Total Registrations: 90,957		
Estimated Total Revenue Generated: \$272,871		

Source: Idaho Transportation Department; Economic and Research Section, 2008 Recreational Vehicle Registration

Dedicated Sales Tax on Transportation Related Items

On June 15, 2005 ITD published a report identifying alternate funding sources for the highway distribution account. One of these sources included a 1% sales tax on all transportation related sales (cars, tires, parts), this figure has been cut in half to meet the funding needs of ISP. A 0.5% tax on transportation related items would generate a revenue of \$13,750,000. This modification would require amendment to Idaho Codes.

	Estimated ISP Revenue
0.5% Sales Tax	\$13,750,000
Estimated Total Revenue Generated: \$13,750,000	

.5% Auto Dealer Vehicle Sales Tax

Car sales in Idaho generate roughly \$1,905,559,482 annually. A 0.5% fee on all car sales would generate \$9,527,797 in additional state funding.

This modification would require amendment to Idaho Codes. This is presented as a possible alternative to the 0.5% Dedicated Sales Tax on Transportation Related Items.

	Total Sales of all New-Vehicle Dealerships in Idaho	Estimated ISP Revenue
New Car Sales	\$1,905,559,482	\$9,527,797
Estimated Total Revenue Generated: \$9,527,797		

Source: Idaho Transportation Department; Economic and Research Section, 2008 Dealer Sales Volume Dollar Amount

\$3 Tire Fee

Based on an estimated replacement rate of 4 tires every 6 years and the total number of registered vehicles in Idaho a tire fee of \$3 per tire would generate roughly \$4,843,176, this would cost the average consumer \$3 a year at the current estimated rate of replacement.

This modification would require amendment to Idaho Codes. This is presented as a possible alternative to the 0.5% Dedicated Sales Tax on Transportation Related Items and not an additional source of revenue.

	Number of Registrations 2008	Estimated ISP Revenue
Registered Vehicles * 1 tire per year	1,614,392	\$4,843,176
Estimated Total Revenue Generated: \$4,843,176		

Source: Idaho Transportation Department; Economic and Research Section, 2008 Vehicle Registration by County

Tire replacement rate from: Idaho Transportation Department; Summary Report on Transportation Innovative Financing and Revenue Options

\$5 Titling Fee

552,795 new, transfer and out of state titles were issued in 2008. Current titling fees are \$8, a \$5 increase would therefore create a revenue of \$2,763,975. This modification would require amendment to Idaho Codes.

	Number of Title Transactions 2008	Estimated ISP Revenue
Title Transactions	552,795	\$2,763,975
Total Licenses: 552,795		
Estimated Total Revenue Generated: \$2,763,975		

Source: Idaho Transportation Department; Economic and Research Section, 2008 Title Transactions and Issues

Appendix

Current registration fees on recreational vehicles.

MOTOR HOMES

Motor home “registration fees” are based on vehicle age. Motor homes are also required to register as a recreational vehicle (RV). RV fees start at \$8.50 for the first \$1,000 of market value, plus \$5.00 for each additional \$1,000 of market value. The market value used to calculate RV fees for motorhomes is unique and uses a valuation factor based on the type of motorhome chassis. This approach excludes the value of the motor home chassis from the recreational portion of the vehicle.

NOTE: Motor home RV valuation factors are established by the Idaho State Tax Commission.

To determine the recreational value of a motorhome coach, multiply the overall value of the motorhome, including all optional equipment, by the following pre-determined chassis valuation factors. The product of the multiplication is the RV value used to determine RV fees.

Motor Home/Van Type	Class	RV Valuation Factor
Mini Motor Home (MMH)	C	50%
Motor Home (MH)	A	60%
(MH) Front Engine Diesel	A	45%
(MH) Rear Engine Diesel	A	58%
Van Conversions	B	25%

----- Example -----

The basic registration fees for a five-year-old Class C Motor Home with a market value of \$30,000 would be:

VEHICLE REGISTRATION FEE

\$36.00 Basic registration fee (for a vehicle three to six years old)

RV FEE

(RV Fee is based on RV Valuation using RV Valuation Factor above)
RV Valuation Factor X Market Value = RV Valuation

+ **\$8.50** For the first \$1,000 of RV Valuation

+ **\$70.00** \$ 5.00 x 14
(for each remaining \$1,000 in RV Valuation over \$1,000)

= **\$114.50 Total basic registration fee for the above motorhome.**
(\$36.00 Registration Fee + \$78.50 RV Fee)

EMS, County HDR, Mail, Plate, and any county administrative fees are additional.

OTHER RECREATIONAL VEHICLES

CAMP TRAILERS, TENT TRAILERS, AND FIFTH WHEELS are required to pay \$4.00 registration fees along with recreational vehicle fees. RV fees for these types of vehicles are based on 100% of market value. The RV fees are \$8.50 for first \$1,000 of market value, plus \$5.00 for each additional \$1,000 of market value.

SLIDE-IN TRUCK CAMPERS are only required to pay recreational vehicle fees; they do not get issued a license plate. The fees are based on 100% of market value and start with an \$8.50 RV for the first \$1,000, plus \$5.00 for each additional \$1,000 of market value.

Current drivers license fees.

- (a) Class A, B, C (4-year) license with endorsements - age 21 years and older \$28.50
- (b) Class A, B, C (3-year) license with endorsements - age 18 to 21 years \$20.50
- (c) Class A, B, C (1-year) license with endorsements - age 20 years \$12.25
- (d) Class D (3-year) license - under age 18 years \$20.50
- (e) Class D (3-year) license - age 18 to 21 years \$20.50
- (f) Class D (1-year) license - age 17 years or age 20 years \$12.25
- (g) Four-year Class D license - age 21 years and older \$24.50
- (h) Eight-year Class D license - age 21 to 63 years \$45.00
- (i) Class A, B, C instruction permit \$19.50
- (j) Class D instruction permit or supervised instruction permit \$11.50
- (k) Duplicate driver's license or permit issued under section 49-318, Idaho Code \$11.50
- (l) Driver's license extension issued under section 49-319, Idaho Code \$ 6.50
- (m) License classification change (upgrade) \$15.50
- (n) Endorsement addition \$11.50
- (o) Class A, B, C skills tests not more than \$55.00
- (p) Class D skills test \$15.00
- (q) Motorcycle endorsement skills test \$ 5.00
- (r) Knowledge test \$ 3.00
- (s) Seasonal driver's license \$27.50
- (t) One time motorcycle "M" endorsement \$11.50
- (u) Motorcycle endorsement instruction permit \$11.50
- (v) Restricted driving permit or restricted school attendance driving permit \$35.00